

MONTANA AERONAUTICS COMMISSION



Volume 18 No. 2

February, 1967

APPLICATION DEADLINE FOR F I R C

The Flight Instructors Refresher Course to be held in Great Falls, March 20 through March 27, will be limited to 20 trainees. The Selection Committee will be meeting on March 1st and all applications must be received before that date. As of February 1, a number of applications were submitted, however, all active Montana Flight Instructors that have not received an application should obtain them from the Aeronautics Commission, P. O. Box 1698, Helena and submit as soon as possible.

The 1967 FIRC will be the fourth held in Montana sponsored by the Commission, with the assistance of the Montana Aviation Trades Association, the FAA and the U.S. Weather Bureau-ESSA.

The Ground School will be held at the O'Haire Manor and conducted by personnel from the FAA Academy in Oklahoma City; FAA personnel from Great Falls and from the U.S. Weather Bureau.

The Flight portion will be held at the International Airport and conducted by FAA GADO inspectors and selected Flight-Line instructors.

REMEMBER: Applications for the 1967 FIRC must be submitted to the Montana Aeronautics Commission before March 1, 1967.

MATA ELECTS ED OBIE PRESIDENT AND PRESENTS NEWS MEDIA AWARDS

Edgar Obie of Chinook was elected president of the Montana Aviation Trades Association at their 20th annual convention in Havre on January 10 and 11. Other newly elected officers are: Vice President, Jim Pickens of Combs-Pickens, Billings and Secretary-Treasurer Dave Stradley of Gallatin Flying Service, Belgrade. Directors for the coming year are: Outgoing president Jeff Morrison, Helena; Cliff Cunningham, Billings; William Todd, Lewistown and Charles Helmbrecht, Chester. Jack Hughes remains the Aeronautics Commission's representative to the MATA board.

The MATA's news awards, inaugurated in 1966, were presented to Stan Stephens, owner-manager of KOJM for "his radio editorial coverage in helping expand the city/county airport's weather reporting to a 24 hour service," and to the Havre Daily News for "Excellence in factual aviation news presentation placing emphasis on the human interest aspects of aviation without engaging in sensationalism."

The first day was exclusively Agricultural and was attended by over 40 persons who actively participate in

this phase of Aviation. Walt Hensley, Convention Chairman, made particular note that J. H. Pepper and Ellsworth Hastings from Montana State University were instrumental in arranging for the Ag portion of the program.

CONVENTION PROGRAM—1/10/67 A.M.

Opening—Havre Mayor, Peter Hamilton; Walt Hensley and Jeff Morrison, President.

Fertilizers—Harold Houlton, North. Mont. Experiment Station.

Weeds & Weed Control—Don Baldridge, Huntley Experiment Station.

Insects & Insecticides—J. H. Pepper, Prof. Entomology & Zoology, Mont. State University. Ellsworth Hastings, Prof. Entomology, Montana State University.

P.M.

"Is Part 137 Working?"—Lee Mills, Supervising Inspector, GADO 9, Helena. F.A.A. Regulation Part 137 prescribes rules governing Agricultural aircraft operations within the U.S. and the issue of commercial and private Ag. operators certificates.

Pesticide Legislation—Charles A. Lynch, M.A.C. Director. House Bill 263—Regarding the Control of Economic Poisons.

Panel—Chemical and Equipment Personnel.

Why a National Aerial Applicators

(Continued on Page 2, Column 1)

Official Monthly Publication
of the
**MONTANA AERONAUTICS
COMMISSION**

Box 1698
Helena, Montana 59601

Tim Babcock, Governor

Charles A. Lynch, Director

Carl W. (Bill) Bell, Chairman
Jack R. Hughes, Vice Chairman
Peter H. Black, Secretary
Clarence Anthony, Member
E. B. Cogswell, Member
Gordon Hickman, Member
Walter Hope, Member



Director's Column

In Memoriam

DEAN STROH

1935 - 1967

**Montana Aeronautics
Commission**

Dean Stroh was a member of the Commission's summer airmarking crew since 1962 and his untimely death in January was deeply felt by all who knew him.

MATA ELECTS—

Continued from Page 1)

Association?—Gene Mendel, Chairman and Guest Bob Phillips, Vice-President of the NAAA.

JANUARY 11, WEDNESDAY

A.M.

"Key to Profit or Loss"—Dr. James Athearn, Dean of Business School, Mont. University.

"Who Me—Advertise?"—Dale Moore, Pres. Western Broadcasting Co.
P.M.

"What about a DOT"—Lee Mills, Supervisor, Helena, An explanation of the Formation of the Department of Transportation.

"Pending Aviation Legislation"—

Charles A. Lynch, M.A.C., Director.

HB 123—Aircraft Registration in lieu of personal property tax on civil aircraft.

HB 209—Certification and Regulation of Intrastate Air Carriers by the State Aeronautics Commission.

SB 126—Empowering the Aeronautics Commission to require commercial air operators to procure insurance or other adequate protection against liability as a result of an accident.

The evening banquet was held at the Havre Elk's Club. New Officers were presented and the news media trophy and plaque were awarded by Dr. Athearn.

Over 100 persons attended the two day meeting and sincere congratulations are extended to Chairman Hensley, his committees and to executive secretary, Bitty Herrin for a highly successful convention.



(Lt. to Rt.) Editor H. C. Watts, Jr. hold the plaque presented to the Havre Daily News, Dr. James Athearn, who made the award presentations for the MATA to the newsmen, and Stan Stephens holding the trophy presented to him for his aviation editorial comment.



Enjoying a convention get-together: (Lt. to Right) John Nordhagen, Choteau Flying Service, Choteau; Neal Church, Vice President of National Aviation Underwriters, Denver, Colorado; Gene Mendel, Mendel Flying Service, Malta; Homer Holman, Holman Aviation Co., Great Falls; and Clarence Anthony, member of the Aeronautics Commission, Helena.



Out-going President Jeff Morrison, Morrison Flying Service, Helena, Newly-Elected President Ed Obie, Obie Flying Service, Chinook and Convention Chairman Walt Hensley, Hensley Flying of Havre.

PRESIDENT ASKS FOR AIRWAY USER CHARGES

The President renewed his request to Congress for the introduction of legislation calling for a Federal tax of 4 cents on gasoline and jet fuels used in non-air carrier aircraft. (The present tax is 2 cents on avgas only): a new 2 percent on air freight way-bills and a repeal of the present 2 cents tax on avgas (used only by the commercial carriers). The present 5 percent passenger ticket tax would remain in effect.

Through similar proposals have been made to Congress in previous years, no legislation has been introduced, however, the House Ways and Means Committee held hearings during August of 1966 on airway user charges proposed by President Johnson. At that time, the NASAO submitted in opposition to the proposal the following:

a. It is the policy of the National Association of State Aviation Officials to support reasonable user charges for both federal and state aviation facilities and services, provided all forms of transportation are treated equally; therefore oppose any action to increase airway user charges unless they are part of a package which includes reasonable waterway and highway user charges;

b. The ratio of use (of the Federal Airway System by General Aviation) apparently used in justifying (the) increase in tax are unrealistically high;

c. General aviation is required to

use, but does not need many of the expensive facilities provided (in the Federal Airways System);

d. Any increase (in the Federal gas and jet fuel tax) would reduce the ability of the states to finance airways facilities supplemental to those of the federal government, and providing funds for the construction and improvements of airports.

The North Dakota Aeronautics Commission recently adopted two resolutions which have been forwarded to the President, Bureau of the Budget, U.S. Treasury Department, FAA, Department of Transportation, and members of the House Ways and Means and Senate Finance Committees. Portions of the North Dakota Commission's resolutions are as follows:

"Now therefore, be it resolved, by the North Dakota Aeronautics Commission meeting at Bismark, North Dakota on December 12, 1966, that the U.S. Treasury Department proposed airway user taxes aimed at general aviation aircraft owners and operators are unreasonable, without justice and without equality and completely fail to meet the U.S. Constitutional Provision that provides that "****Excises shall be uniform throughout the United States****", and on these grounds, we respectfully urge the Administration, the U.S. Treasury Department and the Congress of the United States to reject the entire theory of airway users taxes, which were proposed before the 89th Congress before the House Ways and

Means Committee; and that before any legislation is considered in the future, that a full study of the matter be conducted by a Congressional Committee, which has been authorized by the Congress itself, to conduct a bi-partisan investigation and study covering all means of transportation, both surface and air, to determine a fair and equitable position that the Congress should pursue, on the subject of user taxes regardless of type or system of transportation of persons or property."

Second Resolution in Part

"Now therefore, be it resolved, by the North Dakota Aeronautics Commission meeting at Bismarck, North Dakota, on December 12, 1966, that the Congress be urged to create by law, an "Aviation Trust Fund," which shall become the Depository for all taxes collected by the U.S. Treasury Department from all segments of the aviation industry, which includes aviation motor fuel taxes, excise taxes on oil, passenger ticket taxes levied upon common air carriers, and that annual appropriations be made by Congress from the "Aviation Trust Fund" for the purpose of operating the Federal Airways System.

Be it further resolved, that the Congress appropriate not less than 300 million dollars, subject to audit, out of the "Highway Trust Fund" and transfer said monies into the newly created "Aviation Trust Fund," which said sum represents the amount wrongfully paid into the "Highway Trust Fund" in the past twenty years and which represents aviation user taxes, which should have been earmarked for aviation benefits.

Be it further resolved, that if the Federal Aviation Agency does not arrive at a program of checks and balances, in cooperation with the aviation industry, to adjust the cost of the Federal Airways System to fit the amount of monies available for appropriation from the newly created "Aviation Trust Fund," that Congress direct the Federal Aviation Agency and the newly created Department of Transportation to advertise for bids, for the purpose of placing the entire Federal Airways System into the hands of a privately owned and operated "Utility," which would assume the responsibility of operations of the Airways System and provide for the maintenance and operating personnel and other engineering requirements on a competitive bid basis."

AVIATION EDUCATION HIGHLIGHTS



By C. R. "Ron" Adams
Supervisor of Aviation Education

Last month I discussed with you the program in aviation education that is being started at Central Washington State College. Their decision to create a position for a full-time aerospace education instructor is certainly a "shot in the arm" for aviation education. Our sister state is certainly to be commended for this move to place aviation education on a plane with other subject areas. Aviation education is very definitely an integral part of our overall educational program.

Even with this tremendous stride forward in Washington, Montana does not have to take a "back seat" to any state in the subject area of aviation education. Those of us who are involved in this work daily have a chance to compare our programs with others across the country. We can say without fear of contradiction that Montana is a leader in aviation education.

Our biggest program is the teacher workshop. During the summer sessions we conduct aerospace education workshops at various units of the University System. I would like to take just a few moments to discuss briefly these workshops, their conduct, and what we are trying to achieve.

The workshops are of two types. The first one that I will describe is the Aerospace Education, or basic, workshop. This is designed for teachers who want to integrate aerospace and aviation subjects into their present curriculum. It has proven to be of value to both elementary and secondary teachers in accomplishing this end. The term, basic workshop, aptly describes the curriculum and content of this workshop. We are striving to give the participants a very basic knowledge of aviation and aerospace concepts. This study includes such subjects as (1) meteorology, (2) aerodynamics, (3) N.A.S.A. space pro-

grams, (4) the F.A.A. and its role, (5) navigation, (6) communications, (7) theory of flight. You can readily see that in the three weeks the workshop is in session, only the basics can be covered in these subject areas.

We strive to provide our workshopppers with the most factual information and up-to-date developments in these subjects. To accomplish this end we draw upon outside resource people who are experts in a particular field, to bring their knowledge to our workshops. This includes both locally known personalities and national figures in their particular fields.

We often look to the participants to provide our workshops with valuable information. This includes people who have attended a workshop in the past. They have contributed vital information in the subject areas of aviation, aerospace and their implication and utilization in education.

The philosophy that "you learn by doing" is certainly true in our basic workshops. We cover many facets of aviation and aerospace during the course of our workshops. Much of it is difficult, if not impossible, to comprehend strictly through lectures and reading.

To reinforce or clarify various subject areas, we take the workshops on field trips. These are to places where they can observe, first hand, the actual activity or organization in operation. The field trips are in light aircraft, which again gives them an opportunity to see the practical application of their classroom work.

One of the highlights of the basic workshop is the flight instruction. Each student is provided with one hour of flight instruction at no charge to the student. He has the opportunity to put to use what he has learned from his theory of flight, aerodynamics and communications discussions.

You can see that our workshops are a very busy and an active place during the three week session. Although they are this busy, each teacher has come away feeling that he has certainly learned a great deal and accomplished a tremendous amount of work.

During the 1967 summer sessions, the Montana Aeronautics Commission, in cooperation with the State Department of Public Instruction and the units of the University System, will sponsor and conduct four basic workshops. These workshops and their dates are as follows:

June 12-June 30 Western Montana College, Dillon.

June 14-July 3 Northern Montana College, Havre.

June 19-July 7 Eastern Montana College, Billings.

June 26-July 19 Montana State University, Bozeman.

Early this spring more detailed information will be sent to Montana schools concerning these workshops. If you are looking for a new, unique and up-to-date educational program, make plans to enroll in one of these workshops.

Next month I want to discuss our Leadership Workshop, which is an innovation in our workshop program. You, who like to see aviation science in your high school, will be interested to know about this important aviation science program.

If anyone has any questions or is in need of assistance in the area of aviation education, drop me a line. Send your letters to: Ron Adams, Supervisor of Aviation Education, P.O. Box 1698, Helena, Montana 59601.

'67 REGISTRATION PASSES HALF-WAY MARK

1,700+ 1967 pilot registrations have been completed as of February 1. We urge all unregistered pilots to forward their '67 form and fee as soon as possible.

We wish to thank the pilots on the completeness and accuracy of the incoming registration. For pilots who may be registering for the first time we list the following reminders.

1. Please do not cut the registration form (this form was altered in order to avoid this—it will now fit a standard envelope).
2. Check that you have enclosed your \$1.00 registration fee.
3. Include your current FAA certificate number.
4. Please check that you have filled the form out as completely as possible. Add zip code.

The new airport directory revisions will be forwarded to all '67 registered pilots in late February.

FOR SALE: Late 1958 Cessna 182 Skylane. 277 hrs. on \$2,000 Chrome Major—135 on factory overhaul prop. Full I.F.R.—equipped with 6 cylinder primers—6 cylinder head temp. gauge—rotating beacon—5 month old NARCO radio Mark IV with OMNI and LFR/3. New heavy duty nose gear—new tires—brake block and disk. Interior and exterior excellent condition. Fresh license. Would take Luscombe sedan, 205 engine or Stinson, SW 165 on trade. Contact: John Bragg, Livingston. Phone: 222-0057 after 6:00 or 222-2990 before 5:00. Price: \$8,850.

NEW BASIC PILOT CERTIFICATE PROPOSED BY FAA

To improve the skills and proficiency of pilots and promote greater safety in aviation, the Federal Aviation Agency today proposed a new "Basic Pilot" certificate and more training for future Private and Commercial Pilot licenses. Existing pilot licenses would not be affected.

The Basic Pilot certificate would require less training and experience than is now required for a Private Pilot certificate and would allow the pilot to carry passengers on flights. To carry passengers under present rules, a pilot must have at least a Private Pilot certificate.

The FAA proposal also would raise Private Pilot certification requirements for flight training and experience from 40 to 75 hours. The additional 35 hours would be devoted to more airborne training under the supervision of FAA-licensed flight instructors.

For the Commercial Pilot certificate, the proposal would require 250 hours of flight experience—50 hours more than presently needed. In addition, an Instrument Rating would be required for the commercial license. Under present rules only limited instrument training is required for a commercial license and at least 40 hours of such training is required for an Instrument Rating.

Under the proposal, the up-grading of private pilot requirements could, with careful planning of flight and ground training, result in the private pilot being eligible for an instrument rating with no additional flight time. Present regulations require private pilots to have at least 200 flight hours before applying for an instrument rating.

It is felt that raising private and commercial pilot requirements, as proposed, is necessary in order to bring piloting skills and techniques up to a level more nearly commensurate with the demands of today's more complex, high performance planes. Existing regulations are based on the characteristics of airplanes developed more than a decade ago.

The proposed rules also are tailored to fit typical flight operations to today, providing more familiarity with night operations, flight instruments, cross-country flying over longer distances and such sophisticated aircraft

features as retractable landing gears, controllable-pitch propellers and flaps.

The Basic Pilot certificate, intended to satisfy the modest needs of pilots who want to fly primarily for pleasure, would limit such pilots, when carrying passengers, to operating relatively simple types of planes having non-retractable landing gear, standard rather than variable-pitch propellers, no flaps and minimum stalling speeds of not more than 60 miles per hour. Moreover, Basic Pilots would be permitted to fly only during daylight hours when cloud ceilings are at least 1,000 feet above the ground and visibility is at least 5 miles.

The Basic Pilot would not be allowed to operate aircraft for hire or compensation. A pilot holding the basic certificate would, however, be permitted to operate more sophisticated planes, without passengers, if he were checked out and certified in that type of airplane by a flight instructor.

Except for five hours of cross-country solo flying no minimum amount of flight time is specified for the Basic Pilot certificate. Instead, responsibility for licensing the pilot would rest with the pilot's flight instructor who would determine when the student has attained sufficient competence in the flight maneuvers and other knowledge and skill requirements. It is expected that about 35 hours of flight training and experience would be sufficient to qualify most applicants for the Basic Pilot certificate.

The proposal would not alter current requirements for the student pilot certificate which must be obtained before the student can operate an aircraft in solo flight.

**COMMENTS ON THE PROPOSAL
(NOTICE 67-1; DOCKET 7858)
SHOULD BE SUBMITTED BY
APRIL 13, 1967 to F A A RULES
DOCKET, 800 INDEPENDENCE AVE.
S.W., WASHINGTON, D.C. 20553.**

What makes them the good old days is a rich imagination and a poor memory.

FOR SALE: Cessna 172-1956-1500 TT-800 since MOH. Primary Panel-Narco Superhomer-Very Clean. Contact: Jim Hickman, Raven Ranger Station, Star Route, Libby. Bus. Phone: 293-6112 or Res: 293-4006.

FOR SALE: Cessna 120-615 Since major-VHT/3 Radios-2800 TT-Full Elec.-Full Panel-Nav. & Landing lights. Price: \$1,895 cash. Contact: Warren Thacker, 744 Terry Ave., Billings. Phone: 252-4215 after 5 P.M.

APPLAUSE FOR THE MONTANA 99's

Our Montana Chapter of the Ladies 99's can well be proud of their membership, their activities and the ratings which their members have achieved. Thirteen of their 48 members presently hold commercial licenses and a number have added advanced ratings as listed below.

COMMERCIAL

Sharel Bitz, Havre; Elsie Childs, Helena; Martha Gaunce, Williston, North Dakota; Elsie Johnson, Missoula; Beverly Ledbetter, Havre; Joy Lueck, Missoula; Pearl Magill, Glasgow; Elizabeth Nunn, Great Falls; Karin Ribbi, Hamilton; Patricia Roemer, Missoula; Vivienne Schrank, Jordan; Mary Stevenson, Missoula and Margaret Tuxill of Rexford.

INSTRUMENT

Elsie Childs, Pearl Magill, Laulette Hansen and Mary Stevenson.

FLIGHT INSTRUCTOR

Elsie Childs, Martha Gaunce; Pearl Magill, Vivienne Schrank; and Mary Stevenson.

FLIGHT INSTRUCTOR/ INSTRUMENT

Pearl Magill and Mary Stevenson.

GROUND INSTRUCTOR

Elsie Childs and Pearl Magill.

MULTI ENGINE

Joy Lueck.

OTHER

Vivienne Schrank—Commercial—Seaplane.

Many of the 99's are members of Flying Families, having husbands and children that also hold pilot certificates. In a visit with Montana Chairman, Elsie Childs, she stated that a number of their members are currently working on higher ratings. To aid the members in keeping current, the gals hold spot landing contests during a number of their monthly meetings. They also feel that the aeronautical knowledge and navigation skill-type race as was held for the third Big Sky Race in 1966, encourages the members to keep up-to-date and stimulates interest for acquiring further knowledge.

The 99's extend the invitation to all women pilots to visit their meetings—the only requirement for membership is a private pilots license.

We congratulate the Montana Chapter for along with good times and companionship they have set a high and ambitious example—an asset for Montana Aviation.

AIRPORT NOTES



By James H. Monger,

Assistant Director, Airports

Airport Access Roads. The Board of Directors of the Montana Airport Management Association met with officials from the Montana Highway Department and the Bureau of Public Roads on January 9th. The purpose of this meeting was to discuss the problem that is apparent in Montana on the Interstate system where the new highway serves an airport. Most locations in Montana have very poor signing to indicate to the motoring public where they should exit from the Interstate highway to travel to the airport. This problem has been apparent for two years and has caused many air travelers to miss their connections because they were unable to find the turn-off to the airport. After considerable discussion, the Highway Department has agreed to provide additional signs on the Interstate system to indicate the airport exits. They have agreed to place these new signs only where the Interstate highway passes an air carrier airport. Therefore, this summer it can be expected that the Highway Department will provide appropriate signs on the Interstate system at the following locations; Glendive, Miles City, Billings, Great Falls, Bozeman, Butte, Helena, and Missoula.

The Montana Aeronautics Commission is now working with the Highway Department to finalize the design of a sign that can be used on the other airport road exits which are not on the Interstate system. The sign proposed will be reflectorized green and white, and will be approximately 12 inches by 42 inches in size, and will have a directional arrow indicating the route of the airport access road. This new green and white sign will gradually replace all of the old black and white signs that were erected by the Aeronautics Commission crews six years ago. The black and white

metal signs will continue to be used on the gravel or non-paved roads within the cities.

Billings. Morrison-Maierle consulting engineers from Helena, have been appointed to do the complete engineering necessary for the rebuilding of the main runway at Logan Field. The engineering reports are not yet complete but should be finalized in the near future. The City Airport Commission at Billings expects to advertise for bids for this project in early spring to allow for the complete reconstruction this summer.

Glasgow. The Montana Aeronautics Commission approved a loan to the City/County Airport Commission at Glasgow for \$210,000. \$60,000 of this loan will be used to repay an existing loan. The remaining \$150,000 will be used on three separate projects consisting of a 1,000 foot runway extension and pertinent taxiway and lighting projects, and improvements on the Administration building. Morrison-Maierle, Consulting Engineers from Helena, are handling the runway project and Fred Steele, Electrical Consultant from Great Falls, is designing the lighting system, and Kjellstrup Architecture firm of Glasgow is the designer on the building project.

Great Falls. The Aeronautics Commission has loaned the City of Great Falls a total of \$140,000 to finance the design of a new Terminal building complex for the Great Falls International Airport. The City Airport Commission has selected the architectural firm of Davidson & Kuhr of Great Falls to conduct the studies and major design of this pending project. The Terminal at Great Falls is no longer adequate to handle the larger amount of air travelers for that city.



International Airport Terminal at the present time.

Conrad. Stanley Thill, Consulting Engineer of Conrad, has recently completed the plans and specifications for a runway overlay project on the Conrad airport. The main runway will be overlaid with asphaltic concrete. Bids will be advertised from Conrad early this spring. Interested contractors should contact the engineer for plans on this project.

Hospital Heliport Program. The latest application for a hospital heliport has been received from the Kennedy Deaconess Hospital at Havre.

Yellowstone Airport. Wenzel & Company, Consulting Engineers from Great Falls, has been appointed by the Board of Examiners to do the design and plans and specifications for an aircraft parking apron on the Yellowstone airport. This apron will be 250 feet by 500 feet in size. Bids will be advertised in April. The new apron is needed to handle the larger executive type aircraft which frequent the airport each summer.

BUREAU RECOMMENDS SALE OF JOHNSON'S

The CAB Bureau of Operating Rights recommended the following to the Civil Aeronautics Board Examiner, M. H. Shapiro:

Executive Jet Aviation should be permitted to acquire Johnson Flying Service in Missoula, a supplemental carrier, provided that the control of EJA by the Pennsylvania Railroad is nullified.

As EJA's present operations fall under the definition of common carriage, EJA should be given an exemption to permit continued operation of its contract flight with Dassault Fan Jet Falcon twinjet, which are over the 12,500 weight limit.

The Bureau's opinion included that if EJA is allowed to acquire Johnson Flying Service, all of its operations, including operations utilizing aircraft under 12,500 lbs, should be subjected to full CAB economic regulations.

"F & E PROJECTS"

The following is from a report of the Federal Aviation Agency, prepared by their Program and Plans Branch.

RELOCATE ATC TOWERS

Great Falls, Montana—March 1967

VHF/UHF DF—ESTABLISH

Cut Bank, Montana—December 1967.

Great Falls, Montana—January 1967.

Lewistown, Montana—November 1967.

CAB EXAMINER RECOMMENDS ADDITIONAL AIR SERVICE FOR WEST YELLOWSTONE

By Charles A. Smith,
Commission Attorney

On January 30th, Examiner Edward T. Stodola recommended to the Civil Aeronautics Board that additional air service at West Yellowstone, Montana be authorized.

The CAB held hearings in Billings on December 6th and December 7th, 1966, on proposed increased air service to West Yellowstone. This CAB proceeding was a result in applications filed with the CAB by both Frontier Airlines and Western Airlines which proposed new, or improved, air service for West Yellowstone, Montana. Frontier's application proposes to extend its presently existing route from Denver to Jackson, Wyoming, beyond the terminal point Jackson, Wyoming, to the terminal point Billings, Montana, via the intermediate point West Yellowstone, Montana. Western's application requests the addition of West Yellowstone as an intermediate point on its presently existing route between the terminal points Denver, Colorado, and Great Falls, Montana. The Montana Aeronautics Commission actively supported the applications for additional service both at the hearing and in its brief to the Examiner.

Examiner Stodola recommended that the Certificate of Public Convenience and Necessity now held by Frontier Airlines, be amended to add West Yellowstone as an intermediate stop between Jackson, Wyoming, and Billings, Montana, on a permanent year-round basis. If ultimately authorized by the Board to serve West Yellowstone, Frontier proposes to operate a two daily round-trip service for 120 days during the peak tourist season with convair 580 aircraft. It would extend a presently existing Denver-Jackson flight beyond Jackson to West Yellowstone and to Billings. In addition, it proposes to extend an existing Denver-Rock Springs-Jackson flight beyond Jackson, Wyoming, to West Yellowstone.

In his recommendation to the Board, Stodola concluded: "Very likely the West Yellowstone market will sometime in the future be able to support competing service, but the evidence

in this proceeding, including estimates for the forecast year 1968, does not warrant duplicating service at this time."

The Civil Aeronautics Board will consider the hearing Examiner's recommendation in this matter at a future date.

NEED FOR A NEW AIR ROUTE GREAT FALLS-BILLINGS RAPID CITY-OMAHA-KANSAS CITY STRESSED

Need for a new air route to link the cities of Great Falls, Billings, Rapid City, Omaha, Lincoln and Kansas City was stressed at a meeting held in Rapid City on January 12th, 1967.

50 interested persons representing the six cities, the State of Montana, South Dakota, and Nebraska, plus three airlines: Frontier, North Central, and Western, met to seek ways for an expedited Civil Aeronautics Board (CAB) hearing to study the existing route applications. Charles Smith, Commission Attorney, represented both the Montana Aeronautics Commission and the State of Montana at this hearing.

Route applications for the route were made a year ago by Frontier Airlines for a route between Great Falls, Montana and Kansas City, Kansas, via the intermediate points of Billings, Rapid City, and Omaha. North Central Airlines made application for a route between Omaha and Rapid City. Also in attendance at the joint meeting was Colonel John Dregge, Director, Community & Congressional Relations for the Civil Aeronautics Board.

Need for the air route was based on the fact that there is presently no direct existing air, rail or bus transportation connecting these cities. There is also a fast-growing community of interest between all points involved based on cattle raising and processing, merchandising, recreation and military travel.

Frontier Airlines proposes to operate twice daily round-trip service on a subsidy-free basis. This would replace present indirect connecting air services. It will also reduce travel time to one-half to two-thirds of the present elapsed travel time by air, while also reducing the cost of air travel.

It was agreed by all those in attendance that a need for the air service existed and should receive an expedited hearing by the Civil Aeronautics Board.



CALENDAR

February 16, Helena—Montana Aeronautics Commission Monthly Meeting.

February 19, Great Falls, O'Haire Manor—Registration for Flight Instructors Refresher Course will commence 3:00 P.M.

February 20-27, Great Falls—Flight Instructors Refresher Course.

February 27, Great Falls—Award/Appreciation Banquet for Flight Instructors Refresher Course.

March 21-22, Washington, D.C.—National Association of State Aviation Officials spring conference and board meeting.

April 14, Missoula—Montana Airport Management Association Annual Meeting. Held at the Florence Hotel.

May 6-7, Havre—Montana Pilots Association Convention.

May 6-7, Bakersfield, Calif.—International Championship Stock Plane Air Races will be held at Schafter Airport (Minter Field).

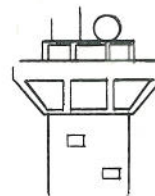
May 20-24, Louisville, Kentucky—40th Annual Business Meeting and Conference, American Association of Airport Executives. Headquarters: Hotel Kentucky.

June 12-30, Dillon—Western Montana College, Aviation Education Workshop.

June 14-July 3, Havre—Northern Montana College, Aviation Education Workshop.

June 19-July 7, Billings—Eastern Montana College, Aviation Education Workshop.

June 26-July 19, Bozeman—Montana State University, Aviation Education Workshop.



TOWER

OPERATIONS

JANUARY 1, 1967

	Total Operations	Instrument Operations
Billings	9,957	1,449
Great Falls	7,239	787
Missoula	4,483	326
Helena	3,401	296

CONGRATULATIONS



CERTIFICATES ISSUED RECENTLY TO MONTANA FLYERS

STUDENTS

Butters, Kenneth G.—Billings
Robert, Arthur J.—Roundup
Sorger, William A.—Wolf Point
Hansen, Howard F.—Billings
Engstrom, Robert P.—Plentywood
Boles, Michael P.—Hardin
Burgess, Alan D.—Billings
McCurdy, Robert D.—Broadus
Burton, Glen D.—Broadus
Healow, Anthony D.—Billings
Fellows, Charles E.—Lodge Grass
Gilmore, Enid F.—Billings
Scholz, Dale E.—Butte
Wolny, Kathryn, C.—Bozeman
Billmayer, David L.—Hogeland
Nystrom, Clair K.—Havre
Hughes, Patrick M.—Bozeman
Malsam, LeRoy J.—Havre
Close, Norman A.—Missoula
Jasperson, Gregory P.—Missoula
Magstadt, Kenneth D.—Missoula
Nash, Michael M.—Missoula
Davis, Donald H.—Livingston
Fried, Bruce J.—Clara City, Minn.
Locke, Timothy S.—Missoula
Williams, Boyd B.—Butte
Anderson, Robert R.—Chatsworth, Calif.
Priddy, Thomas O.—Great Falls
Ferris, Albert M.—Great Falls
Parker, Sandra J.—Great Falls
Demmons, Henry T.—Kalispell
White, Clifford E.—Antioch, Ill.
Wyckman, William W.—Missoula
Blackhall, John A.—Bozeman
Conrad, Percy R.—Cordova, Alaska
Dedrickson, David J.—Missoula
Meehan, Daniel L.—Deer Lodge
Goodrich, Karen R.—Missoula
Schramm, Charles W.—Billings
Fischer, Donald F.—Shelby
Burr, Norman G.—Conrad
Guay, Albert L.—Butte
Curnow, Clifford W.—Butte
Perkins, Lynn S.—Chinook
Torgerson, Leif H.—Ethridge
Anderson, Francis E.—Whitewater
McKnight, Jacqueline—Butte
Larson, Roger W.—Helena
Mohr, Richard E.—Chinook
Groff, Jon A.—Butte
Wishman, Raymond—Geraldine

Collins, Clint, N.—Deer Lodge
Nordheim, Keith E.—Corvallis
Gliko, Anthony R.—Belt
McCafferty, Calvin R.—Stockett
Billmayer, James R.—Hogeland
Smith, Harold M.—Helena
Kjos, Kristin A.—Kalispell
Markwart, Jeffrey A.—Denver, Colo.
McAlpine, Alan A.—Cut Bank
Gerber, Frederick W.—Great Falls
Luther, Kenneth H.—Cut Bank
Caldwell, Alan P.—Missoula
Huntsman, Rex V.—Dell
O'Neill, Daniel J.—Butte

PRIVATEES

McGimpsey, DeWayne M.—Denton
Garton, Ronald R.—Okemos, Mich.
Carmine, Richard L.—Sheridan, Wyo.
Wiley, Reid A.—Story, Wyo.
Huckeby, Donald P.—Sheridan, Wyo.
Deignan, Michael P.—Glasgow
Spain, Larry W.—Billings
Boylan, Paul F.—Billings
Trebby, Thomas J.—Spokane, Wash.
Hightower, John L.—Missoula
Peterson, Fred G.—Spokane, Wash.
Anderson, Gilman R.—Williston, N.D.
Richardson, Dick B.—Miles City
Seely, Roger W.—Shelby
Mikulka, Donald J.—Bozeman
Patton, Dennis J.—Great Falls
Nuckolls, Franklin D.—Missoula
Peterson, David R.—Missoula
Colton, Earl F.—Kalispell
Cline, Leon L.—Havre
Briscoe, Benjamin B.—Great Falls
Blatter, Michael W.—Dodson
Wiley, Melvin R.—Great Falls
Castren, Harold A.—Helena
Stearns, George H.—Kalispell

ADVANCED AND SPECIALIZED COMMERCIAL

Jenni, Thomas C.—Lewistown
Jacobson, John S.—West Pittston, Pa.
Plaggmeyer, Thomas L.—Missoula
Tuxill, L. Margaret—Rexford
Parkin, David E.—Frenchtown
Ferguson, Robert W.—Hamilton

INSTRUMENT

Bareman, William M.—Lewistown
Popp, James W.—Billings
Scheel, John F.—Billings
Culver, Robert S.—Billings
Argyle, Lloyd E.—Kingman, Kansas
Jacobson, John S.—West Pittston, Pa.

MULTI ENGINE

Popp, James W.—Billings
Thompson, Thomas A.—Beach, N.D.
Gaither, Robert P.—Great Falls

FLIGHT INSTRUCTOR

Smail, Homer M.—Lewistown

Argyle, Lloyd E.—Kingman, Kansas
Fredrickson, Clyde—Missoula

FLIGHT INSTRUCTOR INSTRUMENT

Bilotta, George P.—Billings
Argyle, Lloyd E.—Kingman, Kansas

BASIC GROUND INSTRUCTOR
Stohr, Penn R.—Missoula

MASTER PARACHUTE RIGGER
Back and Chest
Nyquest, Charles T.—Missoula

POWER PLANT MECHANIC
Birholz, Paul W.—Helena

GLIDER Student

Patterson, Marla K.—Billings

TOP OFFICIALS FOR DOT ARE BEING SELECTED

The appointment of Alan S. Boyd as Secretary of the Department of Transportation having been confirmed, the following have been named for other key Department positions.

Everett Hutchinson—Under Secretary (Mr. Hutchinson is presently the President of the National Association of Motor Bus Owners.)

John E. Robson—General Counsel (Mr. Robson is a Chicago lawyer.)

Lowell K. Bridwell—Federal Highway Administrator (Mr. Bridwell is presently the Deputy Under Secretary of Commerce for Transportation.)

William F. McKee—Federal Aviation Administrator. (Mr. McKee is the current FAA Administrator.)

Alan L. Dean—Assistant Secretary for Administration (Mr. Dean is the FAA's Associate Administrator.)

Mr. Boyd announced that four other Assistant Secretaries will handle Government-public relations, policy development, international matters and research and technology respectively.

L. K. Bridwell stated that the DOT will become official by Presidential order in approximately 6 weeks and will occupy the eighth floor of the FAA headquarters building in Washington, D.C.

One ingenious little boy came up with this defense of a report card that left a good deal to be desired: "Well, anyway, I failed higher than any of the other kids that failed."

Achievements, like trousers, wear out if you rest on them.

DON WRIGHT RECEIVES PROMOTION

Charles D. "Don" Wright, General Aviation Maintenance Inspector, General Aviation District Office No. 1 Billings, left Montana on January 27th to assume his new duties as Principal Maintenance Inspector at the GADO in Milwaukee, Wisconsin.



Inspector, Don Wright

Don a native of Indiana, attended college in Massachusetts and served 3 years in the United States Air Force. In addition to his A/P Mechanic License, Don holds a commercial flight instructor, multi-engine and instrument ratings.

Don was employed by the Lynch Flying Service in Belgrade, Montana from 1946 until 1951 when he became the Base Operator at Gallatin Field until 1959. He joined the F.A.A. in 1959 and was stationed for a time in Portland, Oregon then transferred to Billings where he has remained until his recent promotion.

Don has been an instructor on all four of the Aviation Mechanics Refresher Courses sponsored by the Aeronautics Commission.

Don and his wife Sylvia have one son, presently in the Service, three married daughters and youngest daughter Gayle is attending college.

All Montana aviation will miss Don Wright, he had been a good friend and supporter, however, we must extend congratulations on his promotion and wish him the very best.

FOR SALE: Super Cub PA-18—1650 TT—Narco Superhomer—Nav. Lights. Annual in Sept.—New Battery—Fabric Good—Always hanged—Price \$3,990. Contact: Dr. D. J. Ham, 1018 South Stacy, Miles City. Phone: Bus: 232-4674 or Res: 232-1307.

FAA INSPECTORS' CORNER



By C. R. Taylor, Operations Inspector
GADO No. 9

Today's aircraft have become so sophisticated. A few years ago very few of the aircraft in use had the systems that are standard on the models we fly today. Naturally you as pilots are primarily concerned with knowing how to operate your aircraft in a safe, efficient manner. In order to do this, you should thoroughly familiarize yourselves with the manufacturer's instructions for each aircraft you fly. It is too late when suddenly you are confronted with an emergency to look for the applicable instructions in the Flight Manual.

In the course of accidents and mechanical failures that we investigate, many times it is determined that improper operation is a contributing factor. Some of these I would like to mention at this time.

There has been a steady increase in malfunctions on late-type closely cowed engines. Our investigation of these malfunctions has indicated, from the condition of engines after tear-down, that an overheat condition had existed, which resulted in broken rings, warped valves and burnt pistons. Most of this has been traced to excessive running on the ground and partial throttle settings during takeoff. Most engine manuals do not recommend running an engine on the ground until an indication of heat rise is shown on the oil temperature gauge. An engine reaches operating temperature under normal conditions in a few minutes. By the time the aircraft is started up and taxied out to the end of the runway and the check-list is run through, the engine should be warm enough to proceed with the takeoff, using full throttle.

Some pilots have been using partial throttle for takeoff, thinking they are taking it easy on the engine. This partial throttle setting will cause engine overheating, especially on hot days. On a cold day, a warm-up period of 3 to 5 minutes at 1,000 rpm is sufficient for takeoff if the oil pressure is normal and steady and the engine accelerates smoothly. In below-zero conditions this will depend on the pre-heat before start. Full

power checks are not advisable on the ground.

Another critical item on operation of late-type engines is magneto timing. Improper ignition timing, particularly advanced timing, can seriously damage an engine in a short time. Advanced timing can lead to detonation and pre-ignition, resulting in piston burning and broken rings. Timing should be checked at least every 100 hours and readjusted if necessary.

Another item of importance is use of carburetor heat control. Carburetor heat should never be used when taxiing or during ground running. When carburetor heat is on, the air-filter is being bypassed, resulting in the engine being supplied with unfiltered air. The propeller action sets up a vortex in the area of the air scoop, which feeds a high concentration of abrasives into the engine. A check for carburetor ice prior to takeoff should be made only on pavement or sod. Never use carburetor heat during take-offs (one exception, certain models of the Luscombe.)

During normal takeoff, except from high altitude fields, all take-offs should be made with full rich mixture. This is important, because the evaporation of the extra fuel has a cooling effect on the combustion chamber. Where installed, cowl flaps should be in full open position for takeoff and climb. The higher the climbout speed, the better the engine cooling will be. Extended slow climb will create high engine temperature conditions which can lead to engine damage.

During cruise with a fixed pitch propeller, lean only if the adjustment results in an increase in rpm. Lean to maximum increase, then richen slightly for final setting. With a constant speed propeller, lean until airspeed begins to drop or engine roughness appears. For engines equipped with fuel injection, leaning is accomplished by adjusting fuel pressure to power output and altitude conditions in accordance with charts supplied by the manufacturer.

By understanding and practicing these operational do's and don'ts you will certainly be assured of a longer service life from the equipment you operate and contribute to your safety as well as others.

We as individuals usually place limitations on ourselves. We do this because of our knowledge and experience and in most instances we will not

go beyond what we feel is a safe limit. The way you operate and maintain your aircraft should be considered and carried out in the same manner. General Aviation has a good safety record compared to other modes of travel. I am sure we can all improve on this record if an earnest effort is put forth at all times by the pilot, mechanic and operator.

NEWS FROM THE AIRCRAFT COMPANIES CESSNA

PRODUCTION TOPS 8,000 MARK

Cessna Aircraft Company manufactured a record 8,148 aircraft during the 1966 calendar year, the largest of any year in the firm's 39 year history.

Cessna President Del Roskam said the 8,148 aircraft included 7,909 commercial aircraft, 239 T-41 primary trainers and T-37 jet trainers.

Roskam said the 7,909 commercial aircraft units represented a 40 per cent increase over 1965 when production totaled 5,629 and showed an increase in each of the market areas the company is serving.

The "learn to fly" market which includes the Model 150 and 172 series accounted for the greater increase. In 1966, these aircraft accounted for 4,892 units, a gain of 1,705, or 53 percent over 1965.

Roskam continued to say,—"This clearly illustrates that our efforts to broaden the base of the private aircraft market is gaining momentum and is contributing to the growth of the entire industry as well as Cessna."

In the multi-engine product line, twin sales were up 13 per cent over 1965 for a total of 801 aircraft as compared with 707 the previous year, an increase of 94 units.

Roskam said the forthcoming additions to Cessna's 1967 twin line will place the company in market areas it previously has not served and should place the Cessna in position for a record twin year.

"The General Aviation industry as a whole is healthy and stable. Retail sales are strong and field inventories are in good shape. Many new people are learning to fly. More people and materials are being transported by general aviation air transportation every day. This all adds up to continued growth and expansion for both Cessna and the industry," Roskam concluded.

BEECH KING AIR ACHIEVES CATEGORY II LANDING CERTIFICATION

The pressurized, turbine-powered Beechcraft King Air has been certified by the Federal Aviation Agency for Category II instrument landing approaches.

The Beechcraft King Air thus has been approved for instrument landing approaches down to a 100-foot ceiling and 1,200-foot runway visibility.

The King Air A90 met the stringent standards set up by the FAA for Category II instrument approaches as a result of joint efforts by both Beech Aircraft and Collins Radio Corporation, manufacturer of the communication, navigation and auto-pilot systems used in the certification flight.

FAA Category II landing approaches must be demonstrated under rigid position and attitude control to gain approval for the airframe-auto-pilot system. Pilots also must have FAA qualification before performing such exacting airport approaches.

"This autopilot is a type in use in many airliners and large corporate jet aircraft, said A. C. White, Beech Aircraft's avionics services manager. "We can now offer the corporate fleet owner the same system in his King Air to provide the same degree of safety and versatility of operation he enjoys with the larger aircraft."

U.S. FOREST SERVICE BUYS C55 BARONS

The U.S. Forest Service has purchased three C55 Beechcraft Barons.

Two of the light twins are being assigned to the California region and one to the Rocky Mountain region and will replace old single-engine airplanes to provide better efficiency and safety in air operations.

The Beechcraft Barons, considered utility aircraft by the Forest Service, will serve primarily as lead planes in directing the important work of tanker airplanes in dropping retardants on forest fires.

Although assigned to a specific region, the Beechcraft Barons will be used throughout the Western States as needed in performing forest fire-fighting work and other suitable missions, such as aerial insect and disease surveys, small paracargo dropping, and transporting freight and personnel.

STATISTICS

Will your **first** accident be your **last** day alive?

61/37
65/22
78/18
1/0

	Accident Total	Fatalities
1964 Total	61	37
1965 Total	65	22
1966 Total	78	18
1967 As of this date	1	0

FEDERAL AVIATION AGENCY INSTRUMENT PILOT EXAM-O-GRAM 15 THE WEATHER DEPICTION CHART IS FOR YOU

The relatively new "pictorial" weather charts are used to present weather situations in current Instrument Pilot Written Examinations; consequently, applicants need to be familiar with them. These graphic displays, available at Weather Bureau Stations, and selected Flight Service Stations, are designed for rapid visual communication of weather conditions. Most important of these pictorial charts for weather briefing purposes are WEATHER DEPICTION, SURFACE PROGNOSTIC, AND RADAR SUMMARY. The WEATHER DEPICTION chart is discussed in this Exam-O-Gram.

The "pilot oriented" picture of weather conditions on the WEATHER DEPICTION chart is made with you in mind. The chart provides at a glance, basic information on areas and amounts of cloud cover, heights of cloud bases, visibility conditions, and visibility values. It's like looking down from space to "see" the areas where VFR, marginal VFR, and IFR weather conditions prevail. And best of all—ideal features of realism and simplicity make the chart easy to read.

A portion of a typical Weather Depiction Chart (a reproduction of part of an actual chart) appears on the next page. By learning the few symbols shown (top of page 11), you can easily read every meteorological feature on the chart. Study the symbols for a few minutes—then test yourself on the Quiz.

AREA
WEATHER



Solid Lines Enclose Areas Containing IFR Weather—Ceilings Below 1000 Feet, or Visibility Below 3 Miles or Both.

Scalloped Lines Enclose Areas Containing Marginal VFR Weather—Ceilings 1000 to 5000 Feet, and Visibility 3 Miles or Greater.

LOWEST
SIGNIFICANT
CLOUDS
(Height Shown in
Hundreds of Feet)



WEATHER
and
OBSTRUCTIONS
TO VISION

T — Thunderstorm
R — Rain
L — Drizzle
ZR — Freezing Rain
ZL — Freezing Drizzle
S — Snow
E — Sleet
W — Shower
H — Haze
K — Smoke
F — Fog
GF — Ground Fog
BD — Blowing Dust
BN — Blowing Sand
BS — Blowing Snow

VITAL STATISTICS:

WEATHER DEPICTION charts are issued 8 times daily, at approximately 3 hour intervals. Each chart is marked with the hour of collection (GMT) of the weather data from which the chart was made. It is important to remember that the chart may not depict the **present** situation; each chart is approximately 1 1/3 hours old when it is distributed and will be approximately 4 1/3 hours old before it is replaced.

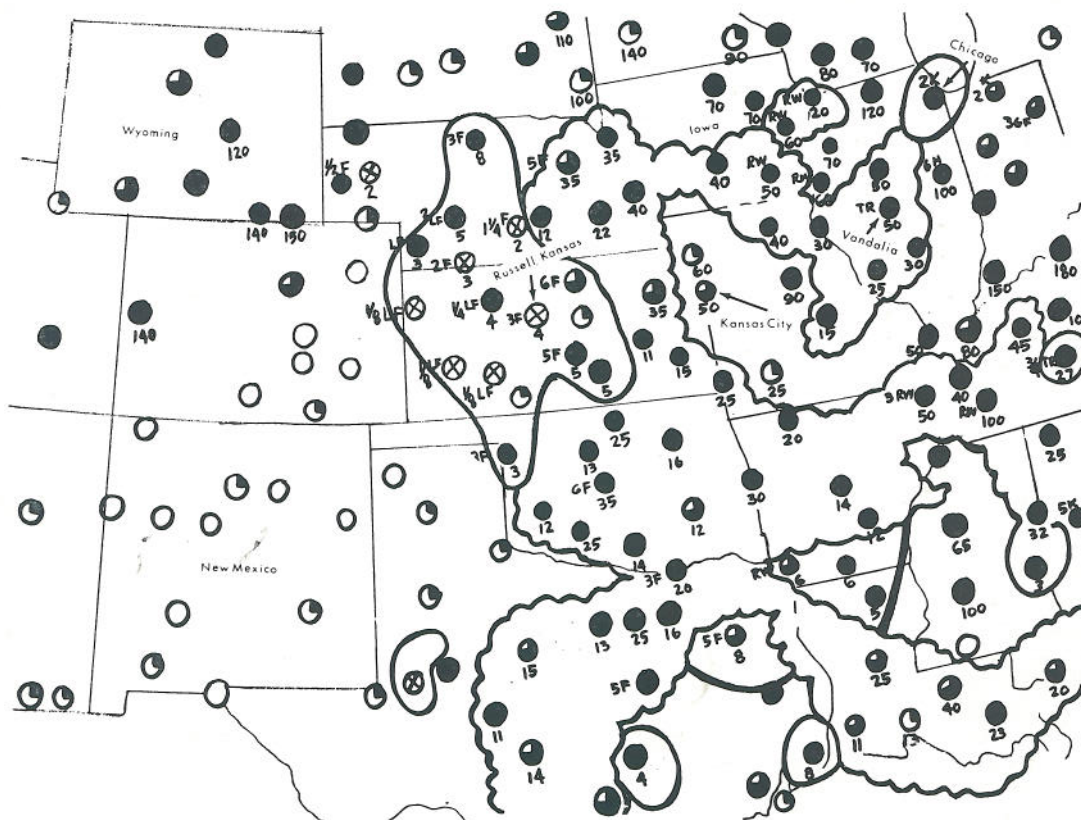
TIPS ON USING WEATHER DEPICTION CHARTS:

Remember that they are only one of many useful tools for weather briefing. The Weather Depiction Chart is simply a good place to start—a good place to get a picture of general weather conditions. By comparing this chart with the Surface Prognostic (a **prediction** of the weather situation at a specified time), by reviewing terminal and area forecasts, by studying the latest Aviation Weather reports for appropriate locations, and by checking available PIREPS, AIR-METS, SIGMETS, and RADAR information, you can reach a safe, sensible, and suitable decision for your flight.

QUIZ:

1. What are the sky conditions in New Mexico?
2. What are the sky conditions in Wyoming?
3. The solid line around central and western Kansas, and central Nebraska indicates an area containing
4. Describe briefly the weather conditions at Kansas City, Missouri.
5. Describe briefly the weather conditions at St. Joseph, Missouri (just above Kansas City).
6. In the areas of northeastern Missouri, southern Iowa, and west central Illinois, ceilings and visibilities are generally
7. At approximately what time (CST) would this chart be available?
8. At 0830 CST, approximately how old is the data shown on this map?
9. Describe briefly the weather conditions at Chicago, Illinois.
10. Describe briefly the weather conditions at Russell, Kansas.
11. Describe briefly the weather conditions at Vandalia, Illinois.
12. At what time (CST) will the next Weather Depiction Chart be available?

(Answers on Page 12)



FEDERAL AVIATION AGENCY ITINERARY LISTING



Airport	Feb.	Mar.
Culbertson	8	8
Glasgow		22
Glendive		9
Great Falls	9	
Lewistown		23
Miles City	23	23
Missoula	16	23
Sidney		23

Note: Provisions have been made to give Private, Commercial/airplane and Flight Instructor/airplane and Instrument written examinations **ON AN APPOINTMENT BASIS ONLY** at the following FAA Flight Service Stations.

Bozeman	Lewistown
Butte	Livingston
Cut Bank	Miles City
Dillon	Missoula

ANSWERS TO QUIZ:

1. Mostly clear, few scattered clouds, heights unknown (absence of height value indicates that clouds are cirriform, heights unknown).

2. Western half, scattered to broken cirriform, heights unknown. Eastern half—mostly 12,000 to 15,000 overcast.

3. Ceilings less than 1,000 feet and/or visibility less than 3 miles.

4. Ceilings 5,000 broken. (Absence of visibility value indicates visibility more than 6 miles.)

5. Six thousand scattered, visibility more than 6 miles.

6. One thousand to five thousand feet, and 3 miles or more.

7. 1300Z Chart available at approximately 1420Z or 0820 CST.

8. 1300Z—0700 CST. The data is 1½ hours old at 0830.

9. Overcast cirriform, heights unknown, visibility 2 miles, smoke.

10. Sky obscured, vertical visibility 400 feet, surface visibility 3 miles in fog.

11. Ceiling 5,000 feet overcast, thunderstorms and rain. Visibility more than 6 miles.

12. Approximately 1120 CST.

CAB RECOGNITION—NOT CERTIFICATION— REQUESTED BY NATC

The National Air Taxi Conference's scheduled air taxi service committee will propose a "form of recognition" by CAB. At the committee's January meeting, it was agreed that something "short" of certification should be sought. Other problems needing solutions are: arrangements for interlining baggage with airlines; joint passenger facilities for air taxi at major terminals; broader authority for the transportation of mail and express and the present air taxi service agreement between NATC members and the airlines should be broadened to provide for the handling of baggage and cargo.

Every great work ever accomplished by man was called impossible—at first.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation as an industry, as a mode of transportation for persons and property and as an arm of the national defense to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

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